

2005 ISOG

SUMMARY OF CHANGES

The following is a brief summary of the significant changes that were made to the 2005 Interagency Single Engine Airtanker Operations Guide (ISOG). All changes made to the document will be italicized in the 2005 revision. The ISOG should be posted to the National SEAT Web Site by the last week in January. Hard copies should be available through the Great Basin Cache Supply Office by March 1st 2005. Order NFES #1844

Changes:

- Revision in the title and members of the Interagency SEAT Board to the Interagency Steering and Standards Committee. (Chapter 1: V. Review and Revision)
- Revision made in the title of OAS to US Department of Interior, Aviation Management (USDOI-AM). (Document wide)
- Revised wording on “proficiency flights” to “practice flights”. Removal of the guideline for proficiency flights being 10 – 14 days. (Chapter 2: C. Currency)
- Identification of the types of training that was developed for the SEAT pilots. (Chapter 2: D. Training)
- Clarification on the requirements for Level I and Level II pilots. (Chapter 2: Section III, A-Level II Pilot and B-Level I Pilot)
- Clarification on the re-currency requirements for Level I and Level II pilots. (Chapter 2: Section III, A-Level II Pilot and B-Level I Pilot)
- New language addressing the type of qualification documentation that SEAT Managers must have with them. (Chapter 2, Section IV, A-SEAT Manager Position)
- New language defining the span of control for SEAT Managers managing SEATs. (Chapter 2, Section IV, A-SEAT Manager Position)
- New language defining the provisions that allow SEAT Manager *trainees* to operate at alternate sites without the presence of a SEAT Manager. (Chapter 2, Section IV, A-SEAT Manager Position)
- Revisions and additions added to the SEAT Manager position: (Chapter 2, Section IV, B-SEAT Manager Duties and Responsibilities)
 - Reminds the contractor to engage security system.
 - Clarification on identifying who is responsible for ramp cleanliness.
 - Clarification on coordinating efforts for spills.
 - Provides estimated costs for transporting relief crew to fire staff.
 - Conducts re-fresher training during periods of low fire activity.
 - Checks frequencies for narrow or wide band programming.
 - Records amount of retardant delivered on SEAT log *and* OAS 23.
 - Notifies fire staff when retardant levels go below 50% or 300 gal.
 - Documents fuel quantity on SEAT Tanker Log prior to each flight.
 - Obtains and reviews any IAPs that may be produced for an incident.
- Revision and additions to SEAT Manager duties at Established Airtanker Bases: (Chapter 2, Section IV, C- SEAT Manager Duties at Established Airtanker Bases)
 - Defines the responsibilities of the Airtanker Base Manger.
 - Identifies the Airtanker Base Manager’s role overseeing SEATs.
 - Identifies coordination between SEAT Manager and Airtanker Base Mgr.

- Identifies elements and criteria of an “Approved Bi-annual SEAT Manager Refresher.” (Chapter 2, Section IV, D-SEAT Mgr. Training and Experience)
- Identifies additions materials and documents for the SEAT Manager Kit. (Chapter 2, Section IV, E-SEAT Manager Kit)
- New language that defines the **mandatory** guides, reference materials and forms SEAT Managers must have with them on an assignment. (Chapter 2, Section IV, F-Mandatory Guides, Reference Material and Forms)
- Revision on approval process for SECO assignments. (Chapter 2, Section V, A-Introduction)
- Revision on SECO qualifications, nomination and approval process. (Chapter 2, Section V, C-Qualifications and E- Nomination and Approval Process)
- Revised wording on Proficiency Flights. (Chapter 3, Section II, G-Practice Flights)
- Revised language Call-When-Needed (CWN) and Exclusive Use contracts and ordering information. (Chapter 3, Section III, A and B)
- Revised language on requirements for Contractors to have copies of contract and modifications with them. (Chapter 3, Section III A and B)
- Additional language added to the “Operational Planning” section. (Chapter 3, Section IV, D-Operational Planning)
- Revision on ordering a SEAT. (Chapter 3, Section IV, E- Aircraft Ordering)
- New language addressing the status of Automated Flight Following (AFF). (Chapter 4, Section II, B-Note)
- Clarifies Degrees, Minutes and Seconds to be used for Latitude / Longitude. (Chapter 4, Section II, F- Check-in Information)
- Clarification on resource tracking released aircraft. (Chapter 4, Section III)
- Clarification of narrow/wide banding contract requirements. (Chapter 4, Section IV, C.)
- Revision on loading ports from both sides of the aircraft. (Chapter 5, Section III)
- Change in number of VHF-AM radios required by contract. (Chapter 5, Section III, A-Avionics Requirements & B-Audio Control Systems)
- Additional language added for planning for SEAT landing areas and mobile bases. (Chapter 6, Section II)
- Revised section on operating from established Airtanker Bases. (Chapter 6, Section III)
- New language on re-loading SEATs at established bases without the presence of a SEAT Manager. (Chapter 6, Section V)
- New language defining the new aircraft security requirements. (Chapter 6, Section VI)
- New language about hot-loading and complying with established base procedures. (Chapter 8, Section I)
- New language about hot re-fueling and complying with established base procedures. (Chapter 8, Section II)
- New language about who can hot-refuel SEATs. (Chapter 8, Section II)
- Added “After Action Review (AAR)” to the Glossary section. (Glossary)
- Revised “ Discovery” in the Glossary section.
- Added “Safecom” to the Glossary section.
- Added “Safenet” to the Glossary section.